

COUNTRY East Germany Approved For Release 2004/02/10 : CIA-RDP80-00810A000900770005-3

TOPIC Justerbog Altes Lager Airfield

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EVALUATION see below PLACE OBTAINED

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DATE OF CONTENT 20 December 1952 to 13 February 1953

DATE OBTAINED DATE PREPARED 16 March 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. At 3 p.m. on 20 December 1952, a train with 49 tank cars arrived at Justerbog Altes Lager. Of the tank cars 28 were shunted to the airfield at 5:20 p.m. on 20 December and the remaining 21 cars on 21 December. The fuel shipments were dispatched in Velten and consigned to Justerbog.¹

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2. On 21 January 1953, a troop train from Justerbog was observed at Spremberg railroad station headed toward Zossen. The train had 10 boxcars including 8 loaded with EM, some gondola cars which were loaded 1 tank truck, 2 generators, 1 radio truck, 3 railroad tank cars, and 3 cars with prefabricated barracks sections and billeting equipment.²

3. The following aircraft and air activity were observed at the field between 26 January and 13 February:

26 January. Between 10 a.m. and 3:30 p.m., three take-offs each were made by five IL-28s and two UIL-28s

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Eight jet bombers were parked along the railroad line and 12 jet bombers in front of the hangars.

27 and 28 January. There was no air activity.

29 January. Maintenance work was in progress on three IL-28s

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and on two jet bombers on the rudder assemblies were 20 to 25 cm high, had an estimated height of 15 cm.

30 January. There was no air activity at the field.³

2 February. the crew of a jet bomber consisted of four officers one of whom had a "3" on a round insignia, the second one wore an insignia representing a bomb, the third one wore an insignia representing two crossed hammers, while the fourth officer had no insignia.⁴

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4 February. Between 11 a.m. and 1 p.m., flying was practiced by two jet bombers.

12 and 13 February. There was air activity by two jet bombers. On 13 February, after 10:15 a.m., four ground attack planes were observed aloft.

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5. Chief of the air technical school in Jueterbog was Lukimov (fnu). [redacted] on 11 February, that Lukimov instructed the officers, while another officer gave instructions to P. Kamenov (fnu) (phonetic spelling) was the supply officer of the air technical school. An order for work in the ammunition depot was signed by Colonel Mazayev (fnu).

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6. On 5 February, a convoy of trucks towing AA guns of an estimated caliber of 37 mm was observed proceeding from Altes Lager to Jueterbog II.

7. Colonel Orlov (fnu) presumably was the commanding officer of the reconnaissance unit. He was often seen together with Major Sumski (fnu).⁸

8. At 9:30 a.m. on 30 January, there was air activity by jet bombers and single-engine planes at the field. The sky was 1/10 overcast. Between 9:30 a.m. and 1 p.m., about 15 individual take-offs were made by jet bombers and ground attack planes respectively. Twenty jet bombers, 5 single-engine planes, 1 high-wing monoplane and 2 biplanes were parked at the field. During the air activity, two radio trucks with rod antennas were observed south of the runway. Between 9:30 a.m. and 1 p.m., firing at an air sleeve was alternately practiced by three jet fighters one of which towed a sleeve target. During the morning of 7 February, there was a 3/10 overcast. It snowed in the afternoon. Between 9:30 a.m. and 3 p.m., about 25 take-offs were made by jet bombers. [redacted] In the meantime, flights were made by ground attack planes with light blue upper edges on their rudder assemblies. The runway was covered with snow about 30 mm deep. Aircraft observed at the field included 9 jet bombers on the eastern edge and 13 on the northern edge. [redacted]

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1. [redacted] Comment. Consignee of the fuel shipments was the air reconnaissance regiment at Jueterbog airfield. The OATB of this regiment [redacted] the central fuel depot of the Twenty-Fourth Air Army in Volzen.

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2. [redacted] Comment. The report does not indicate the destination of the train and which unit was in transit. [redacted] Efforts have been initiated to determine the destination of the shipments.

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3. [redacted] Comment. Jueterbog Altes Lager is occupied by an air reconnaissance regiment and a ground attack regiment which are equipped with about 22 IL-28s and 55 to 60 IL-102.

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4. [redacted] Comment. It has not been determined whether the crew belonged to an IL-28 plane of the air reconnaissance regiment or to a plane of the bomber regiment which was transferred from Jueterbog to Welzow on 7 December 1952.

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6. [REDACTED] Comment. [REDACTED] Major Lukinev (fnu) was the technical officer. Supply officer Kamerov reportedly was a member of the ground attack regiment in Schoenwalde in November 1950 and was transferred to an unknown location on 5 January 1951. It is possible that he is now assigned to the air technical school in Jueterbog. Colonel Mazayev is reported for the first time. 25X1

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7. [REDACTED] Comment. Jueterbog II is the town quarter near Jueterbog-Damm airfield. [REDACTED] 25X1C
8. [REDACTED] Comment. Colonel Orlov was observed in Jueterbog in December 1952. At that time, it was unknown whether Orlov was the commanding officer of the air reconnaissance regiment or of the bomber regiment. After the transfer of the bomber regiment from Jueterbog to Welzow in early December 1952, it is believed the Orlov is the commanding officer of the air reconnaissance. Major Shumski is reported for the first time.

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